



**Application form:
Community Planning Program and
Local Technical Assistance Program**

DEADLINE: Noon on Thursday, June 25, 2015

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com.

Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant:

City of Waukegan

2. Main Contact for Application:

Name: Michael Purtell

Title: Assistant Planner City of Waukegan

Phone number: 847-856-6415

Email: michael.purtell@waukeganil.gov

3. Type of Applicant (please check any that apply):

☒ Local government

☐ Multijurisdictional group*

—————> Please list the members of the group (including government and nongovernmental organizations):

☐ Nongovernmental organization*

—————> Name of local government partner(s):

*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP, RTA, or CCDPH prior to submitting their application to discuss their project and the demonstration of local support.

4. Project Type (please check any that apply):

Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP, RTA, or CCDPH.)

- ☒ My project involves preparation of a plan.
- ☒ My project helps to implement a past plan.
- ☒ My project links land use, transportation, and housing.
- ☒ My project has direct relevance to public transit and supports the use of the existing transit system.
- ☐ My project is a bicycle, pedestrian, or active transportation plan in suburban Cook County.
- ☐ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Local Match Requirement (please initial to indicate you are aware of the local match requirements):

I am aware that a local match will be required for most projects, and understand that if my project is selected it is up to the project applicant to contribute a local match. (See the program guide for further details on local match requirements.)

☒ Yes, I understand that applicants will be required to contribute a local match.

6. Project Location:

Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

The general location of this project is downtown Waukegan. More specifically an area bounded by Clayton St. on the North, Washington St. on the South, Sheridan Rd. on the West, and Pershing Rd. on the East. This area includes a Pace bus depot, the Amstutz Expressway, a Metra train station, a number of train tracks, and parking lots.

This project would help to implement The City of Waukegan Downtown and Lakefront Masterplan <http://www.waukeganweb.net/DocumentCenter/View/457> specifically Pgs. 21 & 22

7. Project Description:

Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. Program staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)

The goal of the project is connecting downtown Waukegan and the lakefront for the 21st century, producing a study and recommended solutions to overcome barriers between downtown Waukegan and the lakefront.

Project Description Narrative is attached as a separate document.

Connecting the Downtown and Lakefront for the 21st Century

Currently, over 1,000 acres on the waterfront are included within the City of Waukegan's award winning Master Plan – *A 21st Century Vision for Waukegan's Downtown and Lakefront* developed in 2003 – which calls for a mixed use development including over 2,500 residential units, open space, and a connected Lakefront and Downtown, which allows for enhanced pedestrian access. It has been ten years since the start of the implementation of the Master Plan and the City has made great strides in undertaking pre-development activities including environmental remediation, demolition of buildings, and land aggregation, but the disconnection between the downtown and lakefront causes a major barrier to the Master Plan's grand vision of connectivity. The Amstutz Expressway, constructed during the 1970's now serves as a bypass of the business district and a physical barrier between the downtown and lakefront. The rail lines are an additional barrier, and the passenger rail station is inconvenient to access even by car.

The 2003 Master Plan proposed a variety of recommendations including an intermodal center, which would tie the Metra station in with the Downtown area and included decked parking and public open space while the removal of the Amstutz would further decrease barriers to connectivity; however, this vision comes with a grand price tag that may not be viable or feasible considering existing infrastructure and financial considerations. As a result, the waterfront, a rare community and regional resource, is clouded with uncertainty and remains disjointed from the downtown.

Current efforts supporting the need for increased connectivity of the Downtown and Lakefront are multi-faceted and include a variety of interested stakeholders. The Harbor has recently met requirements set forth by the EPA to be removed from a list of 43 polluted sites dubbed the "Great Lakes Area of Concern" following a 30 year \$340 million effort to clean the Harbor. The de-listing is a major milestone for the Waukegan Harbor, and serves as the impetus for this effort.

The Lake County Comprehensive Economic Development Strategy (CEDS), developed in 2013 by Lake County Partners economic development agency, of which Waukegan is a member, with funding from the Department of Commerce's Economic Development Administration, recognized the City's desire to pursue the Waukegan Master Plan's vision and established Waukegan transit oriented development along the Metra line as one of the top priorities to encourage job growth, improved access to the downtown and lakefront, boost future development opportunities including mixed-use residential and commercial development, and enhance livability/walkability in Lake County's urban areas.

Forming a physical and visual connection between the downtown and lakefront is critical to unlocking the development and economic potential of Waukegan's historic core. The existing infrastructure creates a barrier to redevelopment and limits feasible options for linking the two areas. Technical assistance from CMAP is requested to develop a conceptual redevelopment plan that examines the feasibility of the proposed intermodal facility, alternatives to existing recommendations, and sequencing for pre-development activities associated with those recommendations, while respecting the City's desire to pursue objectives within the Master Plan. The following examples, among others are felt to be topics of importance to this effort:

1. How does the existing infrastructure serve or detract from future redevelopment efforts?
2. How can the project be divided into stand-alone pieces that, together, achieve the vision of connectivity, yet can each be accomplished as a separate project, allowing for a variety of funding sources to be accessed.
3. What immediate actions can be taken to improve connectivity between the Metra Station and the marina, and connectivity between the Metra Station and downtown?
4. What development assumptions presented in the Downtown-Lakefront Master Plan are still relevant in today's market?
5. Given trends and the existing lakefront conditions, is there an obvious phasing of development that should be considered?
6. How could the City and the Port Authority benefit from Federal funding for transportation infrastructure and TOD efforts?
7. What infrastructure improvements would be most impactful in attracting the desired real estate investment?
8. Could development options be recommended that would complete this connection?

Waukegan's Great Park, Town Square, Intermodal Transit Facility and the extension of Madison and Washington Streets



Preliminary Conceptual Design

This presentation will show you parts of the Master Plan related to the Great Park, the Town Square, the Intermodal Transit Facility, and Washington and Madison Streets, and the current concepts that the City of Waukegan is considering in planning for the future of this area.

I want to stress that this is a preliminary concept and has a long way to go before all the pieces are in place.

We want to share it with you to gauge your initial reactions to the ideas presented.

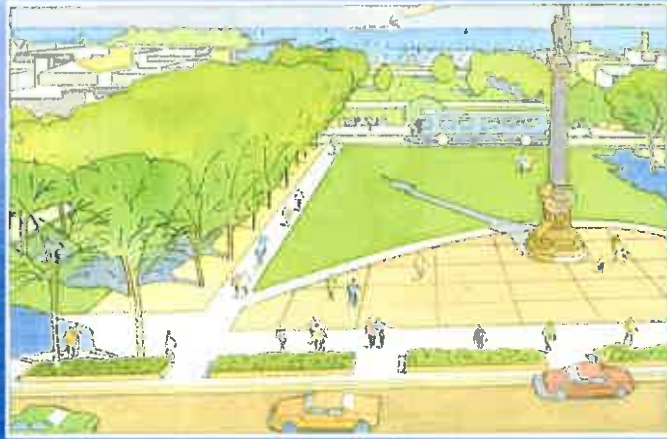
For further clarification, an Intermodal Transit Facility is a transportation center that combines more than one transit use in one site. In our case, the Intermodal Center will include Metra train service and Pace bus service. In the future, it could also include Greyhound Bus and the proposed Star Line commuter rail service that, if approved, will provide direct service between Waukegan, Elgin, Joliet, Gary and points between.



The Skidmore, Owings & Merrill (SOM) concept for the Great Park, Town Square and Intermodal Transit Facility is represented by several renderings that were part of the City of Waukegan's Master Plan for the downtown and lakefront.

The idea behind this concept was to make a public space as the centerpoint of the development area. It was intended to be a space that connected the downtown to the water's edge, both physically and visually. It was to be a place that provided pedestrian and bicycle linkages between the downtown and harbor by building a bridge over the Amstutz Expressway and railroad tracks and incorporated the Intermodal Transit Facility in a way that was convenient but didn't overshadow the other uses of the space as a public amenity.

The Town Square – SOM Concept



This rendering shows a view of the Town Square portion of the site at Sheridan Road. This town square would serve as a bridge over the Amstutz and railroad tracks.

The Great Park – SOM Concept



This view shows the relationship between the downtown, the Great Park and the harbor.

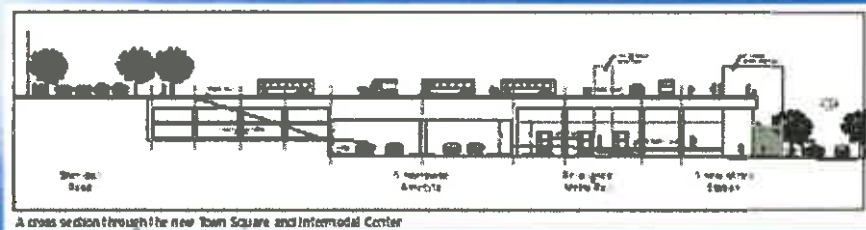
The Great Park/Intermodal Transit Center – SOM Concept



This view shows the roadway connections.

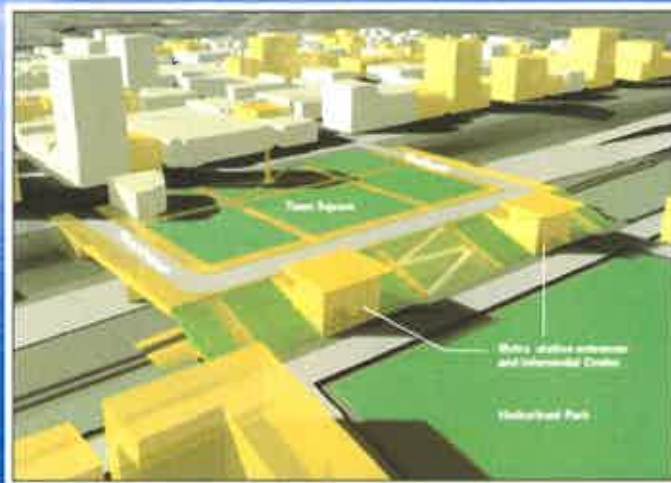
(point out Washington & Madison connection on top of the bridge)

The Intermodal – SOM Concept



This sectional view shows a concept for the Intermodal center and bridge that builds parking into the bluff and has Metra service below and Pace service above.

The SOM Concept



This is a 3-dimensional image of SOM's concept.

The Updated Conceptual Design Location



This is the location of the new conceptual design.

It incorporates not only the one-square-block area that SOM's concept for the bridge did, but extends further east to Pershing Road.

The white arrow represents NORTH.

The Updated Conceptual Design Street Extensions



This view shows the new roadway network, which is a key difference from the SOM concept.

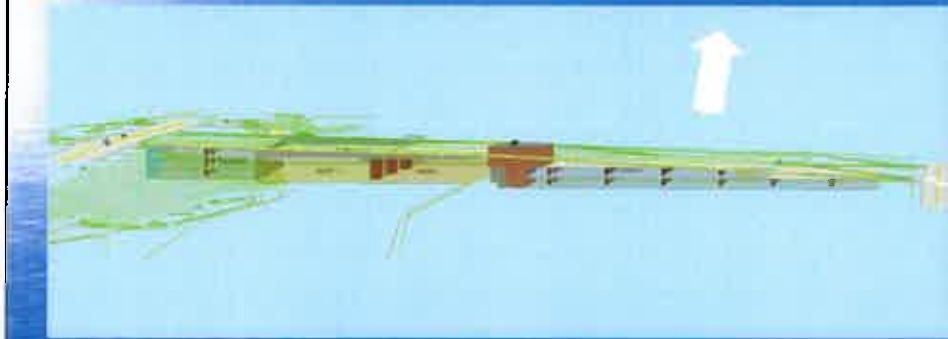
The new concept extends both Washington Street and Madison Street east to Pershing Road. Pace bus service would be on the north side of Washington Street, in a westbound direction.

The Updated Conceptual Design Laying the Groundwork



This view lays out some of the structure that is the base of the Great Park.

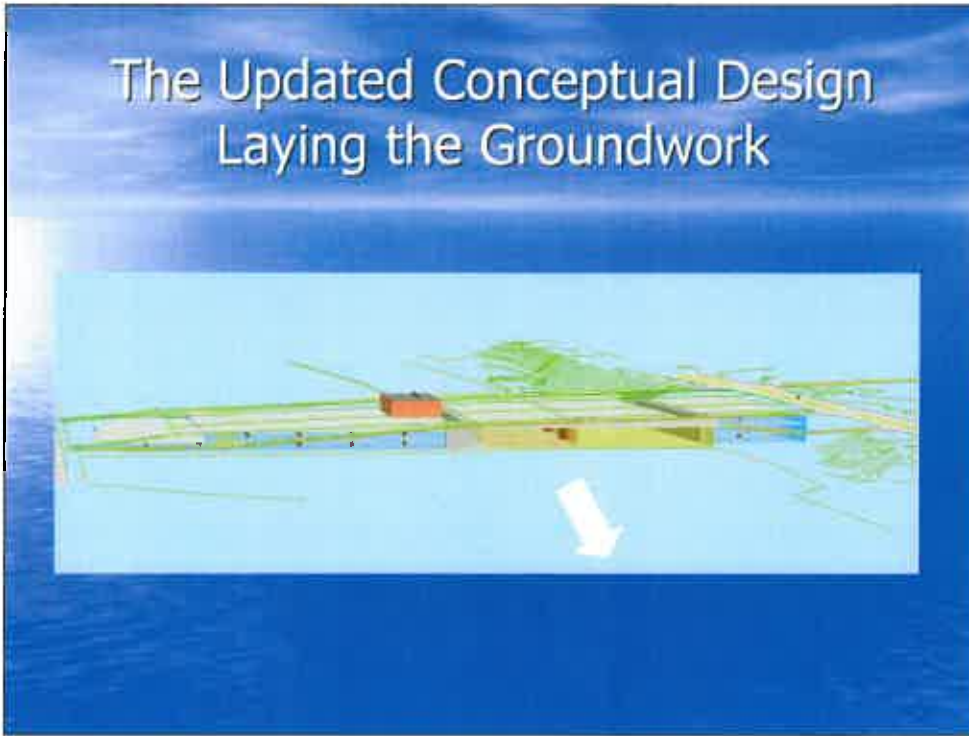
The Updated Conceptual Design Laying the Groundwork



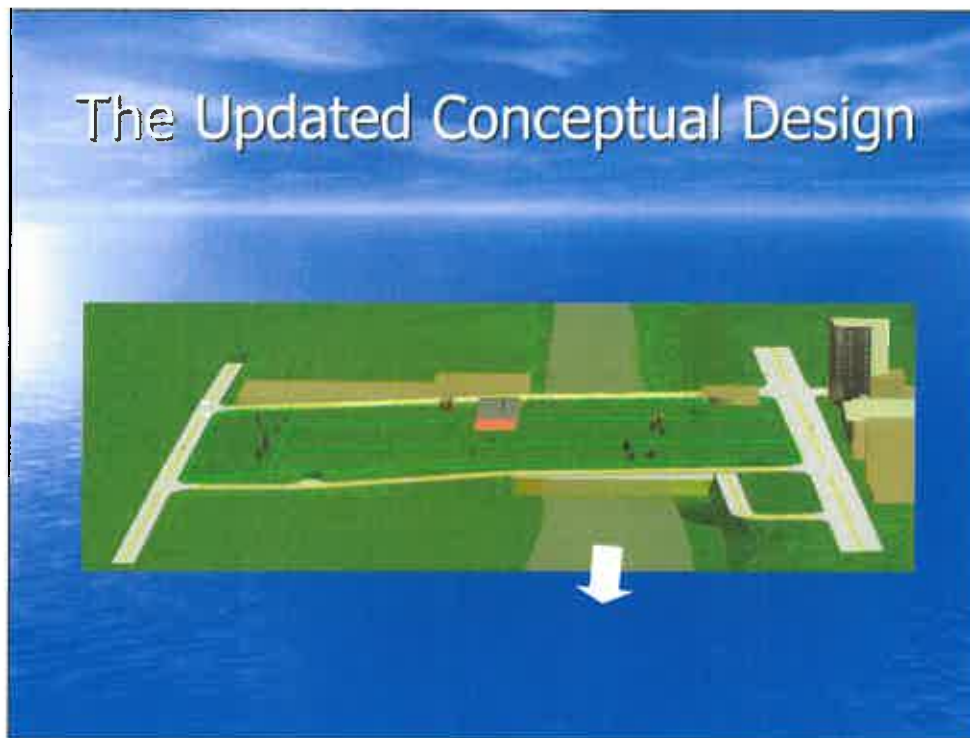
The far west (left) section is a three-level parking structure with approximately 350 spaces. Access is from Sheridan Road.

Moving east (right) is the Amstutz Expressway, the Metra and Star Line tracks, the Station itself, then another multi-level parking deck with approximately 800 spaces. Access to this parking area is from Madison Street.

The Updated Conceptual Design Laying the Groundwork



This is the sectional view from the north side, showing the parking structures, Amstutz and rail lines, as well as the entrances to both parking areas.



This is how the area starts to look when we start laying the park on top of the structure.

The Updated Conceptual Design



This view gives a good perspective of the entrances to both parking areas, as well as the street extensions.

The Updated Conceptual Design



This view shows the separate lane for the Pace bus service along the north side of Washington Street, adjacent to the train station.

Thank you!





**Waukegan Port District • Waukegan Regional Airport
Waukegan Harbor**

June 24, 2015

Mr. Michael Purtell
City of Waukegan
Planning & Zoning
100 N. Martin Luther King, Jr. Avenue
Waukegan, IL 60085

Dear Mr. Purtell,

The Waukegan Port District supports the City of Waukegan's application to study the transportation connectivity between the downtown area and the waterfront. This connection is key to developing the waterfront for both commercial and recreational activities. The Port District remains committed to developing the waterfront along both the industrial and recreational lines, for the betterment of both the City of Waukegan, the Waukegan Port District and the residents of Lake County.

Regards,

Randy Rogers
Executive Director
Waukegan Port District



Dear Sir or Madam,

The Greater Waukegan Development Coalition fully supports the City of Waukegan's efforts to gain assistance from the Chicago Metropolitan Agency for Planning's Local Technical Assistance Program to re-evaluate proposed and potential connections between Waukegan's Downtown and Lakefront areas.

As an organization whose mission is to foster the development of business and real estate throughout the Greater Waukegan area, the organization feels this effort will provide realistic and potentially catalytic progress in terms of Downtown and Lakefront revitalization. The issues posed by the existing infrastructure requires imaginative and innovative thinking to solve the connectivity issues in the proposed area and the Greater Waukegan Development Coalition feels that, with CMAP's assistance, the issues can be addressed in a timely, feasible, and sustainable manner. Additionally, the project would position the area to take advantage of significant projects and investments taking place both within the Downtown and Harbor areas, which ultimately support the City's vision of a creating a walkable, bike-able, and in general a live-able community with increased access to one of Waukegan's most significant natural assets.

The GWDC is greatly encouraged by the City's effort to garner assistance through the Technical Assistance Program and I hope the City's application is given fullest consideration. If you have any questions for me or would like more information, please contact me at (847) 440-2021 or by email at Michael@greaterwaukegan.org.

Sincerely,

A handwritten signature in black ink, appearing to read "ME", written over a horizontal line.

Michael Edgar, President GWDC



Division of Transportation

Paula J. Trigg, PE
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847.377.7400
Fax 847.984.5888

**Waukegan Lakefront
CMAP Local Technical Assistance**

June 23, 2015

Hon. Wayne Motley
Mayor
City of Waukegan
100 N. Martin Luther King, Jr. Ave
Waukegan, IL 60085

Dear Mayor Motley:

I am pleased to endorse the City's application for planning assistance from the Chicago Metropolitan Agency for Planning. The Lake County Division of Transportation has long been an active participant in efforts to enhance transportation alternatives for the Waukegan CBD and lakefront. In 2011, the Division, along with Pace, facilitated a review of bus service with the "Lake County Transportation Market Analysis" which resulted in route restructuring and service enhancements affecting travel in Waukegan. Division staff also facilitated the reclassification of Pershing Road, a key component in any plan to redevelop the lakefront, to make it eligible for federal-aid funding. The Division has also included the City's lakefront bike path, another key element in the plan for redevelopment, in Lake County's 2040 Transportation Plan.

The redevelopment of the lakefront will be beneficial, not only for the City of Waukegan but for Lake County as a whole. The Lake County Division of Transportation looks forward to a continuation of our working relationship with the City of Waukegan to improve travel options in Lake County.

Sincerely,

Paula J. Trigg, P. E.
Director of Transportation/
County Engineer



547 W. Jackson Blvd. Chicago, IL 60661 (312) 322-6900 TTY# 1-312-322-6774

June 22, 2015

Mr. Michael Purtell
Planning & Zoning
City of Waukegan
100 N. Martin Luther King Jr. Ave.
Waukegan, IL 60085

Dear Mr. Purtell:

This letter is to express Metra's support for the City of Waukegan's application to the 2016 Community Planning and Local Technical Assistance grant programs. Waukegan is applying for funding to develop a conceptual redevelopment plan, to examine the feasibility of a proposed intermodal facility, alternatives to existing recommendations, and sequencing for pre-development activities associated with those recommendations, while respecting the City's desire to pursue objectives within the 2003 Waukegan Master Plan.

The project is intended to improve multi-modal access to the Waukegan Metra station, maximizing connectivity between Metra, Pace, the Waukegan Lakefront, and downtown Waukegan. The study would seek to leverage the value of planned and recently completed investments from both the College of Lake County and the County of Lake within downtown Waukegan and to ensure that future development can proceed in a reasonable and sustainable fashion.

Metra anticipates that this project would result in benefits for existing Metra riders and encourage increased utilization of the region's transit system, and should be considered for Community Planning/Local Technical Assistance Program funding. If this project is selected, Metra staff looks forward to participating as a technical advisor on the project steering committee. Note that Metra support for the implementation of the outcomes of this study depends on the results of the study and is subject to future funding availability. If you have any questions concerning Metra's support for this application, please contact me at (312) 322-8035 or dkralik@metrarr.com.

Sincerely,

David Kralik
Department Head, Long Range Planning
Strategic Capital Planning

cc: Heather Tabbert, RTA
Lynne Corrao, Metra Community Affairs



**WAUKEGAN
MAIN
STREET**

Stimulate
the physical,
economic, and
cultural vitality of
downtown Waukegan
through community
and business
partnerships.

June 24, 2015


Mr. Michael Purtell
City of Waukegan
Planning & Zoning
100 N. Martin Luther King, Jr. Avenue
Waukegan, IL 60085

Dear Mr. Purtell,

Connectivity between downtown Waukegan and the lakefront are critical to the mission of Waukegan Main Street, and to the long term health of Waukegan's economy. As the economic development non-profit focused on the revitalization of our downtown and lakefront we have been strong advocates of the Master Plan developed for the City of Waukegan, especially the connectivity component. We view this as essential to the continued economic growth of Waukegan.

The Board of Directors of Waukegan Main Street supports the City of Waukegan's application to study the transportation connectivity between the downtown area and the waterfront.

Regards,


Jamie O'Meara
President, Board of Directors
Waukegan Main Street

214 W. Washington St.
Waukegan, IL 60085
ph: 847.623.6650
fax: 847.623.6620

WaukeganMainStreet.org